

Automated Commercial Environment—Requirements Recommendation

Date:	July 9, 2001
Number:	MMM - 002
Requestor:	Multi-Modal Manifest Subcommittee
Customs Co-Chair:	John Considine
Trade Co-Chair:	Len Podgurny

Requirement

Electronic manifest systems must allow for multiple Track's and all other existing types of entry.

Currently NCAP/P requires that all shipments within a truck manifest be Track 4. This requirement exists to allow for Paper (Track 1) and other methods for entry and release (Track 2, 3, and in-bond) to be on one manifest.

Business Need

Manifests, based on conveyance, will contain a wide variety of cargo that will be entered and released utilizing all Tracks. For Air, a manifest will be based on a flight, for Ocean it will be a vessel or voyage, for Truck it will be a trip number and for Rail it will be a train ID. It is expected that the majority of importers will not utilize Track 4. Customs cannot require that shipments be segregated for movement and arrival at Ports of Entry by Track for any mode.

Technical Need

The NCAP interface with ACS must be real-time interactive to allow processing of Track 4 cargo in parallel with other Tracks within ACS. Results of Track 4 status and notification processing must be integrated with the results from the other Tracks. Timeliness is critical in order to maintain the current level of responses for entry and release. NCAP/ACS must have the capability of processing a manifest at the bill-of-lading level and responding appropriately.

Benefits

Will meet the operational and cargo release requirements for Air, Sea, Truck and Rail transportation modes.

Risks

NCAP and ACS processing may not be in the same timeframes and therefore result in multi-processing of the manifest or response delays to the Trade.

Related Subcommittees

All other Subcommittees are interested in how NCAP will integrate with ACS

Priority: **Critical** ☒ **High** ☐ **Medium** ☐ **Low** ☐

Customs Use Only

Approved ☐ Not Approved ☐ Further Evaluation Required ☐

